

her. It is pointed out that for the Arabie to attack a submarine would have been the height of folly, and that no commander would have so jeopardized the lives of four hundred persons.

In view of these circumstances officials fail to see any avenue of escape from the action threatened in the last American note. The President has, however, been believed, but to recall Ambassador Gerard and hand the German Ambassador his passports.

Believe Rupture Certain.

Officials believe that unless the German government disavows the torpedoing of the Arabie, or proof is produced that the White Star liner was conveyed, nothing stands in the way of an immediate rupture, if President Wilson backs up his notes to the Kaiser's government.

Reports of the torpedoing of the Red Star liner Lapland, on which several Americans left New York on August 12, reached Washington early this evening. They caused a great sensation in official quarters, and many officials surmised that Germany was regarded as the author of the sinking of the Arabie, but the sinking of the Lapland alone did not seem to have been sufficient to cause a rupture of relations. No confirmation or denial of the rumor had been received up to a late hour.

President Wilson arose much earlier than usual this morning and called for a copy of the White House automobile at seven o'clock to start for Philadelphia. While the assigned reason for the trip was the President's action against Germany, it was believed that it was his custom in moments of stress to seek seclusion, and to avoid the possibility of interruptions.

Mr. Wilson returned by train to Washington this evening and was handed a copy of Ambassador Page's message stating that the sinking of the Arabie, the President has seen in no one but the members of his household, though he has been in frequent communication with Secretary Lansing by telephone.

Opposed to Break.

Speculation as to the President's probable course is freely indulged in all quarters, although Mr. Wilson has given no hint of what his decision will be. It is known that he is friendly to the breaking of relations, but that he is not inclined to do so unless he is driven to it.

The almost unanimous acclamation with which the President's note to Germany was received here is to be a sure indication of the sentiment that will prevail in the present crisis. There can be no doubt, officials declare, that the people will expect the Executive to live up to his warnings to Germany in the past.

It is believed here that President Wilson will call his Cabinet together on Tuesday, when all official information probably will be at hand. The President will then have a concrete plan to present to the Cabinet, and it is expected that action will be prompt and decisive.

Following is a translation of the note to the State Department given by a graphic description by a survivor of the torpedoing of the Arabie.

Only twenty-one American passengers on Arabie, according to list from Liverpool. Checked up sixteen survivors; may find more in morning. List has been sent.

Statement of Zillah Covington: Came on deck from breakfast; was standing on starboard side looking at steamship Lusitania, which was sinking. I saw her go down in five minutes. I saw her go down in five minutes. I saw her go down in five minutes.

When the ship was sinking, I saw her go down in five minutes. I saw her go down in five minutes. I saw her go down in five minutes.

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WILL AMERICA STAND FOR THIS? ALL LONDON ASKS

Question Is Hurlled at Every American Seen in Public.

FATE OF ARABIC FRIGHTENS MANY

Transfer Passage from White Star Line—Comments by English Editors.

(By Cable to The Tribune.)

London, Aug. 20.—The people of London on day discussed the sinking of the Arabie from one viewpoint only—"Will America stand for this?" This was the question asked on every side, and it was absolutely thrown at every American seen.

In the Savoy, Carlton and Cecil hotels to-day groups of Americans congregated to discuss the affair. A majority of them characterized the affair as the most deliberate affront ever offered to the United States.

Undoubtedly many Americans here have been so badly scared that they will postpone their departure for home to the latest possible moment, while there is a rush of Americans to transfer passages booked on the White Star Line to the American lines.

Two circumstances somewhat mitigated the blow of the disaster to-day. One was definite information that there had been only two American victims, Mrs. Josephine L. Bruguiere and Edmund F. Woods. The other is the universal admiration felt for the conduct of both passengers and crew.

London was thrilled to-day by the story of the engine room staff who stuck below, facing certain death, while by their efforts making it possible for the passengers to escape. Throughout the city there is a general feeling that there ought to be a public recognition of the work of these heroes.

Tells of Mrs. Bruguiere's Death.

The news of Mrs. Bruguiere's death caused especial grief here, where she was well known. Her son told The Tribune's Queenstown correspondent today that he and his mother were the last persons to leave the promenade deck, which they reached after the last boat had left.

"Not a single person," he said, "was in the net, except those in one of the boats, which was too far away for mother to jump into. I managed, however, to throw my two bullocks, which were whining at my feet, into this boat. Mother and I then jumped into the water. I swam with her for twenty minutes and then a piece of wreckage hit me on the head. I lost consciousness, and when I came to my senses mother had disappeared." Bruguiere has returned to stay at Warwick Castle, the residence of H. W. March.

Every account of the disaster reaching London tends to intensify the public's horror at Germany's latest crime, while there is a savage desire for retaliation everywhere felt. American feeling here was summed up by Ambassador Page in an interview to-day, when he said:

"I don't suppose for a moment that the small loss of American lives would have any influence in making public opinion in America less concerned about the loss of the vessel."

Comment of London Editors.

The London newspapers to-day commented exhaustively on the sinking of the Arabie. "The Pall Mall Gazette" says:

"Although of British registry, the Arabie to a large extent was American owned, and as American citizens were aboard there can be no question that the 'deliberately unfriendly' act described in President Wilson's last note has been committed."

"What the consequences will be we shall not attempt to prophesy," The Standard says. "The German government has committed an act of the type which President Wilson has announced he will regard as deliberately unfriendly, but have intended to do so, why it is impossible to say."

"The Globe" says: "If President Wilson remains quiet, it is a disaster to the United States as we should despair of the future of a man who saw his children mauled by a mad dog and only warned his finger at the infuriated beast."

"The Manchester Guardian" makes this comment: "That the Germans in the middle of a controversy with the United States should resort to such offences which are the subject of President Wilson's protest shows how little they are ashamed by America's moral censures, how little Germany is concerned by any possible action America may take. This is not strength, but insolence, which has always by the just law of nature brought down its retribution."

Crime to Sink Arabie, Say French Editors.

Paris, Aug. 20.—The afternoon papers comment with unusual bitterness on the sinking of the Arabie. "The Temps" prints a column editorial headed "New Outrage Against the United States."

"The Germans declared the Lusitania was torpedoed because it was carrying munitions to the Allies, but this excuse is not applicable to the Arabie," The Temps says.

"The Germans are in a position to consider this new crime against transatlantic traffic an invitation to inaugurate the opening of the Reichstag by a new submarine victory over an enemy vessel of commerce aboard which were only non-belligerent and neutrals."

The "Journal des Debats" says: "Neither the reprobation of public conscience nor official protests and warnings appear to influence the German mind, or incline the Berlin government to modify the principles, contrary to all public law, which inspire its conduct of the war. The torpedoing of the Arabie is indeed one of those acts which will be considered 'deliberately unfriendly'."

Georges Berthoulet, managing director of "La Liberté," signs a violent editorial headed "Les Barbares Keep On," in which he says the passengers of the Arabie were saved from wholesale drowning only by the exceptionally fine weather.

8 AMERICANS LOST, WASHINGTON HEARS; WHITE STAR LIST SAYS 3; MISSING 27

Reports of missing American passengers on the Arabie conflicted last night. According to the list given by the State Department at Washington, eight Americans were lost. The White Star Line's list made public here, accounted for all but three, Mrs. Josephine L. Bruguiere, Edmund F. Woods and W. E. Ramsdell. The State Department reports these Americans as missing:

Mrs. Josephine L. Bruguiere. Mr. and Mrs. Thomas Moore. James Houlihan. Mr. and Mrs. Fred Burgess. Edmund F. Woods. J. Kellett. Mrs. Frank Tattersall. Miss Irene Tattersall (doubtful). Florence Darcy. Miss Mary Harrington. Miss L. Hermans. Thomas W. McMahon. Miss Mary Raddington. Cornelius Sullivan. Florence Thomas. W. E. Ramsdell. W. G. Randall. Mrs. W. G. Randall.

Arabic Making 16 Knots When Hit, Says Captain

Listed First to Starboard, Then to Port, Steadied Herself Somewhat, Then Sank Quickly by the Stern—Explosion Shatters Ship's Boat.

(By Cable to The Tribune.)

Queenstown, Aug. 20 (dispatch to "The Daily News," London).—A thrilling story was told by Captain Finch this morning.

"I left Liverpool at 2:34 p. m. on Wednesday," he said, "and all went well with us until 9:30 a. m. on Thursday, when the ship was torpedoed. There was a northeasterly wind and there was only a slight swell on. Before we were torpedoed we were making sixteen knots."

Asked as to whether any warning had been given by the submarine, Captain Finch said:

"Emphatically no. We were torpedoed without receiving any warning whatever. I was on the bridge at the time, and had been on the bridge all the way down the Channel. The first indication I had that we were about to be attacked or of the presence of a submarine at all in our vicinity was when I saw a torpedo coming toward the ship at a distance of about 300 feet. That was the very first I saw of it, and it was then very close to the ship. It approached us at right angles, coming toward us from the north and striking us on the starboard side at a point in our side some ninety or a hundred feet, I should say, from the stern."

"When the torpedo struck us there was a terrible explosion, so loud I had never heard anything like it. You can imagine how terrible it was when I told you I thought the whole ship went to stern. The explosion was so stupendous that one of the boats which was swung out from the ship's side was blown into the air and splintered. Then after the torpedo struck there was an immense volume of water thrown up into the air to a tremendous height, and of course there was a great shock."

Went Down by Stern.

Asked if it struck the ship in a very vital part, Captain Finch said:

"Oh, yes, indeed. Why, the ship sank in ten minutes. As soon as she struck she gave a great list, first to starboard and then to port. After that she seemed to steady herself for a bit. Then she went down quickly by the stern and disappeared completely in ten minutes. I did not see a single sign of a submarine, and as far as I am aware nobody else saw any submarine either before or after the occurrence."

"We had all our lifeboats and also the rafts ready, and they were swung out to the bottom, etc., etc."

official reports; also, like the President, they are waiting calmly and determinedly.

If the facts are all in the President believes that the sinking of the Arabie is a deliberate act, and if, would then seem inevitable, he determines that the German government is an unclean thing with which the United States Government cannot afford to do business, and the people will with him to whatever end his determination may lead.

The Times.

The Government must and will keep its pledge to its own citizens. It would be the usual step, therefore, for the Government at Washington to instruct its Ambassador at Berlin to say to the German Chancellor that the United States Government cannot afford to do business with a government which has committed such a crime, and that it will maintain the rights of its citizens "without compromise and at whatever cost."

Washington Post.

If American citizens went down with the Arabie Germany will have brought about a most grave situation in the face of a solemn warning from the United States.

Washington Times.

Every bit of additional information from England indicates that the sinking of the Arabie was a deliberate act, as was contemplated by President Wilson when he used those words in his Lusitania note.

Washington Star.

The President has manifested the gravest concern for the maintenance of the American honor and the preservation of the lives of Americans at sea. The people are confident that he will in this new crisis stand for the principles that have been so plainly enunciated and that are so strongly indorsed by the country.

Detroit Free Press.

Berlin should be asked for an explanation of the action of its submarine commander; it should be asked upon to disavow that act within a definite period, express regret for it and make all possible reparation, together with a promise of more care in the future.

Albany Knickerbocker Press.

It seems to be definitely established that the Arabie was torpedoed without warning. Ambassador Page has information that the Arabie was bound from Liverpool to New York. The Arabie carried no munitions of war on this leg of the trip. The German submarine commander must know that the Arabie was not carrying munitions of war, and that, if it insisted, they would sink the Arabie. The sinking of an American vessel would be enough to venture near the Dardanelles, where much shooting is going on, we think the combatants would scarcely cease firing long enough to permit the ship to pass by. Yet the Dardanelles are an "international highway."

WILSON MUST ACT NOW, SAY U. S. PAPERS

Press United in Declaring Arabic Case Ends American Patience.

TIME TO BREAK WITH THE KAISER

Notes and Protests Held Worthless, Nation Must Face the Only Alternative.

Editorial comments in American newspapers from coast to coast show that the sinking of the steamship Arabie, with the consequent loss of American lives, is universally regarded as a "deliberately unfriendly act" and as Germany's answer to the repeated warnings of the American government. It is felt that this country has reached the limit of patience and that President Wilson must now take action to end diplomatic relations with the government responsible for the Arabie affair. What American newspapers say is told below:

Boston Transcript.

In twenty-nine days the United States received the answer of Germany. It was carried by the torpedo which sank the Arabie. The answer was to elect which course it would follow toward us, and it has elected that which President Wilson aptly characterized as "deliberately unfriendly."

Unless it should be shown that warning was given and the Arabie's commander disregarded it, and tried to escape, the American people have to deal with an act "deliberately unfriendly" and must take action to make it plain that the phrase was intended to have a meaning beyond mere characterization.

Buffalo News.

The loss of the Arabie is a definite answer to President Wilson's note. There is no doubt that the average American has reached the limit of his patience.

Baltimore News.

If the Arabie's case develops at its worst, there is nothing for us but to recall our Ambassador and send Germany's back to her.

Pittsburgh Chronicle-Telegraph.

The dignity of America cannot permit of any more warnings.

Louisville Times.

The period for further indecision must be closed. The United States is not to be perpetually shamed. Mr. Wilson's time for decision is now.

Richmond News-Leader.

The most ominous feature of the sinking is the lack of excitement among the American people.

Chicago Daily News.

The case of the United States government is the case of civilization. The issues involved have been clearly lined up.

Philadelphia Record.

It suffices to say that the position of the government of the United States is unalterable, and the country will back up the President wholeheartedly in maintaining American rights on the seas.

St. Louis Post-Dispatch.

Unless the German government disavows the evidence of Germany's utter disregard of American rights and of the protests and warnings of our government is convincing. Repeating that the German government cannot permit of any more warnings.

Washington Post.

If American citizens went down with the Arabie Germany will have brought about a most grave situation in the face of a solemn warning from the United States.

Washington Times.

Every bit of additional information from England indicates that the sinking of the Arabie was a deliberate act, as was contemplated by President Wilson when he used those words in his Lusitania note.

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3 AMERICANS ONLY MISSING, WHITE STAR SAYS

Kansas City Star.

A grave situation has now arisen by the act of a German naval commander. That act—the sinking of the Arabie—is the only answer, thus far received by the President's last note on the sinking of the Lusitania. The situation now confronted is too grave for merely passionate indignation. Facing such facts as the President's last note on the sinking of the Lusitania, the American people must be fully aware that the time has passed for discussion.

Seattle Post-Intelligencer.

These, indeed, appear to be times ill suited to any attempt at argument by means of words. What are we going to do about it? Stand by the President, of course. There's nothing else to do. The one thing clear as day, however, is the futility of watchful waiting and words.

Springfield (Mass.) Republican.

That a complete diplomatic rupture with Germany is to be the result seems probable, yet, deplorable as it may be, the step must be taken if the German government's apparent contempt for the President's repeated warnings can be met by a declaration of war.

Kansas City Journal.

In the event it is clearly established that the Arabie was torpedoed by a German submarine without warning, as now appears to be the case, it is not to be assumed that the United States will retaliate with a declaration of war.

Chicago Tribune.

Whatever plan Mr. Wilson has is the nation's plan. The day of argument was gone when the third note was patched to Berlin. The point now is whether candor would not serve the nation's purpose better than secrecy.

Louisville Courier-Journal.

It is the last straw that breaks the camel's back. Long ago should Count von Bernstorff have been given his passports. Now he must. And along with him, the whole imperial German bureaucracy.

Boston Globe.

Now that information has been delayed, there is all the more reason why we in America should wait until the facts, definitely established, have been officially received before forming our final opinions.

St. Paul Daily Volks-Zeitung.

The sinking of the Arabie, a vessel controlled by the English Admiralty and continuously used as a transport of ammunition, was a transport of enormous cargo of war material destined for the slaughter of German soldiers—and thus has called forth a new hostile claim of the President's American position. It is the President's duty to prevent this country from being the victim of a few Americans who staked their lives to safeguard England's transport of ammunition. However, we do believe that, as a practical matter, the existing difficulties, the American people would enthusiastically approve of an official warning on the part of the President that American use only neutral or American-owned vessels for passage through the European war zone.

Baltimore German Correspondent.

American travelers do not necessarily have to choose between the export of war material, Germany was justified to carry on the war by submarines. The Arabie was a swimming arsenal. Its cargo, when sunk, was the export of British war material, and the death and mutilation to soldiers of the Central Powers. The fact that the overwhelming number of passengers and crew have been saved is proof enough that the unlimited export of arms and ammunition, then Germany must protect herself.

Chicago (Ill.) Staats-Zeitung.

We hardly believe that anybody will venture to assert that the Arabie was not a hostile boat, that the export of war material, Germany was justified to carry on the war by submarines. The Arabie was a swimming arsenal. Its cargo, when sunk, was the export of British war material, and the death and mutilation to soldiers of the Central Powers. The fact that the overwhelming number of passengers and crew have been saved is proof enough that the unlimited export of arms and ammunition, then Germany must protect herself.

Cincinnati Erie Presse.

The Arabie has carried an immense amount of war material, the export of which Germany was justified to carry on the war by submarines. The Arabie was a swimming arsenal. Its cargo, when sunk, was the export of British war material, and the death and mutilation to soldiers of the Central Powers. The fact that the overwhelming number of passengers and crew have been saved is proof enough that the unlimited export of arms and ammunition, then Germany must protect herself.

Cincinnati Volksblatt.

All indications point to a satisfactory explanation of the sinking of the Arabie. The fact, however, remains that America's relations with Germany are at a point of view. The Arabie, chiefly carried war supplies since the outbreak of the war. The crew formed a rifle club and practiced daily with long range rifles of heavy caliber. The men would trade in small quantities of the vessel upon which a stick of wood would be stuck to represent a submarine periscope. This served as a target. If Americans knew this and used the boat as a target, they would be held the consequences of their reckless conduct. If they did not know it, England is responsible for the loss of American lives.

Excursions.

Lake Hopatcong.

Atlantic City.

Excursions.

Excursions.

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